



No. 7

# GARDEN STATE PARKWAY Views

SEPTEMBER, 1954

N.J. Dept. of Transportation Library

## GARDEN STATE PARKWAY OPENS FROM ESSEX TO CAPE MAY IN RECORD TIME



*AUTUMN APPROACHES PARKWAY—Rolling countryside and natural landscaping, inducing safe, quick and relaxed driving, are depicted by this view of the Parkway carved through a wooded area near Lakewood, Ocean County. Stately maples, oaks and other hardy trees along this southbound roadway, now donning Autumn dress, add to beauty of the Parkway with myriads of changing colors and hues.*

## OFFICIAL OPENING CELEBRATION SET FOR TELEGRAPH HILL, OCT. 23

Chairman Orrie de Nooyer of the New Jersey Highway Authority has announced that the opening of a major portion of the Garden State Parkway this Summer will be marked by an official celebration along the scenic route on Saturday, October 23.

The "Official Opening Celebration" is to be held on top of Telegraph Hill along the Parkway in Holmdel Township, Monmouth County. Telegraph Hill, one of New Jersey's highest and most scenic points, has been designated as the site for

the Authority's future administration headquarters.

There were no ceremonies this Summer while the Authority opened section after section of the Parkway to traffic. The Authority had postponed any celebration until after Labor Day in order to devote full time and effort to open as much of the Parkway as possible for the convenience of the motoring public.

Governor Robert B. Meyner and for-

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The Garden State Parkway was opened to traffic, section by section, for more than 130 miles of its projected 165-mile course before Labor Day this Summer to help meet the highway needs of New Jersey's motoring public.

The opening of a major portion of the Parkway came in record time, the New Jersey Highway Authority having been formed to build and operate the modern expressway only approximately two years before.

Section after section was put in use during the Summer months until there was an unbroken stretch of 115 miles for travel between Irvington in Essex County and Somers Point in Atlantic County and another solid strip of 16 miles in Cape May County by Labor Day.

Traffic poured over the opened sections of the scenic route immediately with the result that more than 2 million vehicles passed through Parkway toll plazas during the first month of major operation—August.

Meanwhile, construction has continued without let-up along the extremities of the Parkway project. By the end of September, the route is expected to be open to travel for 143 miles between Irvington and the Parkway's southern terminus at Cape May City.

The Authority is pushing efforts to complete the northern stretches right up to the upper terminus at Route 17, Paramus, in Bergen County by mid-1955. When completed, the Parkway will be a divided highway for 165 miles along the length of New Jersey from Paramus to Cape May.

The first center-island service area was also opened before Labor Day. A temporary site, the first of the novel gasoline-restroom areas went into operation on the wide center island between northbound and southbound roadways near Eatontown. The Parkway is to have five such permanent center-island areas and several other service spots along the side of the road in the more conventional style.





*Smooth winding decelerating roadways seen here north of Lakewood allow motorists safe and relaxed driving over the Garden State Parkway. Natural landscaping in this area is unique since the 250-foot wide center island separating the roadways includes part of a peach orchard with the fruit trees blending into the scenic motif of the Parkway as it was carved through wooded sections of Ocean and Monmouth Counties. The landscaped center strip also serves as a sound barrier, filters glare of approaching headlights and minimizes the hazard of head-on collisions.*

## OFFICIAL ROAD MAPS GO LIKE HOT CAKES

Requests for the first official Parkway road map, coming from almost every state in the nation, just about swamped the New Jersey Highway Authority during the past two months.

The initial supply of 250,000 maps was exhausted within about a month, making it necessary for a second printing to meet the continuing demand. Requests for large

supplies came from automobile clubs, touring services, chambers of commerce, resort publicity bureaus, hotels, civic groups, and other organizations. They also came from thousands of individuals within and out of the State.

The maps have been available at the toll plazas on the Parkway and collectors there reported "that just about every driver wants a map."

A second edition of the Garden State Parkway map is scheduled to be out within a short time.

Because of the large number of interchanges along the route, the map has had to be divided into separate northbound and southbound route illustrations in order to best show the details for getting on and off the superhighway.

Meanwhile, trailblazer signs to guide motorists from other routes to the Parkway have been posted throughout the counties in which the superhighway runs. The trailblazer signs embody the Parkway symbol—a circular form bearing a map of the State of New Jersey with the highway's route.

The trailblazers reflect at night so that motorists will have no difficulty in spotting them as they travel along State, county or local roads looking for the Parkway.

## This Is the Record of Parkway Openings

A section-by-section summary of the Garden State Parkway openings before Labor Day follows:

Opened before 1954—12 miles from Woodbridge Township, Middlesex County, to U.S. Route 22, Union County; three miles bypassing Toms River in Ocean County; four miles bypassing Cape May Court House in Cape May County.

Opened January 15—1½ miles from U.S. Route 22 to Mill Road at the Union-Essex County line.

### JULY

Opened July 15—17 miles from Toms River to Route 72, Manahawkin, in Ocean County.

Opened July 23—1½ miles from Mill Road to Lyons Avenue, Irvington in Essex County.

Opened July 30—22 miles from Toms River to Eatontown; four miles of northbound roadway only from Route 9, Sayreville, to northern end of Parkway bridge over Raritan River in Woodbridge Township.

### AUGUST

Opened August 4—22 miles of southbound roadway only from northern end of Parkway bridge over Raritan River to Eatontown, thus permitting uninterrupted travel for 80 miles between Irvington and Route 72, Manahawkin.

Opened August 5—11 miles from Route 72, Manahawkin, to New Gretna in Burlington County.

Opened August 7—18 miles of northbound roadway from Eatontown to Route 9, Sayreville, permitting unbroken travel for 91 miles in both directions between Irvington and New Gretna.

Opened August 11—12 miles from the southern end of the Mullica River to Tilton Road, Pleasantville, in Atlantic County.

Opened August 27—Six miles from Tilton Road, Pleasantville, to Somers Point in Atlantic County.

Opened August 28—Four miles from New Gretna to the southern end of the Mullica River, permitting unbroken travel for 113 miles in both directions from Irvington to Somers Point, and eight miles from Route 50, Seaville, to Cape May Court House bypass, all within Cape May County.

### SEPTEMBER

Opened September 4—Four miles from Cape May Court House bypass to Wildwood Boulevard near Wildwood in Cape May County plus two miles from Somers Point interchange to Great Egg Harbor Bay bank on Atlantic-Cape May County line.

### SAFETY FIRST

The New Jersey Highway Authority, whose policy has been safety first, was pleased to note that the motoring public established an outstanding safety record during the first month of major Parkway operation.

In all of August when more than 2 million vehicles went through the toll plazas, there was only one traffic fatality—a surveyor working on the road early in the month.

The speed limit, which is being enforced strictly by the Authority's State Police detachment, has been set at 60 miles per hour except where otherwise posted. Originally, the limits had been adopted as 60 miles per hour south of U.S. Route 22 in Union County and 50 mph north of there.



## Parkway Plans Link With N. Y. Thruway

The New Jersey Highway Authority has announced plans to link the Garden State Parkway with the New York Thruway by a direct connection from Route 17, Paramus, to the New York State line in Bergen County.

The Authority has instructed its engineers to map construction plans so that it will be ready to proceed as soon as possible on such a connection. Route 17, Paramus, is the northern terminus of the original Parkway project between Bergen County and Cape May County.

The Thruway, New York's latest contribution to the network of superhighways in northeastern United States, is still under construction in the area where a Parkway link is contemplated. The Parkway likewise is under construction along the 22-mile section from the Paramus terminus south to Irvington.

In other Parkway developments, the Highway Authority has awarded its first contract for the construction of a 6800-foot bridge and causeway over Great Egg Harbor Bay. The modern bridge will link Scmers Point, Atlantic County, with Beesley's Point, Cape May County.

The Authority has also called for proposals from private enterprise on the possible construction and operation of a ferry service between Cape May—the southern terminus of the Parkway—and Lewes, Del., across Delaware Bay. A number of inquiries have been received as a result of advertisements aimed at advancing studies of the proposed ferry service.

Meanwhile, the last major roadbuilding contract for the 165-mile Parkway between Paramus and Cape May has been awarded by the Authority. That final contract covers construction of 1½ miles of the Parkway from the Route 4 interchange to the Route 17 terminus at Paramus.

Among other work, the construction of a medium high-level bridge carrying the Parkway over the Passaic River between Clifton and East Paterson is proceeding on schedule. The contract for laying the concrete deck for the two 34-foot wide roadways has been awarded. Roadways will be separated by a five-foot medial strip on the bridge.

### OFFICIAL OPENING

(Continued from Page 1)

mer Governor Alfred E. Driscoll are to share the spotlight at the Celebration ceremonies. The Authority was created by the Legislature in 1952 during the Driscoll administration to build and operate the Parkway.

The Celebration program, which is to start at noon on October 23, will feature a picnic-style box luncheon for the invited guests.



**GOVERNOR INSPECTS PARKWAY**—Appearing to like what he sees, Governor Meyner is shown above getting a preview of the Garden State Parkway before a major portion of the scenic route was opened last month. He was escorted on his first official inspection tour by the three commissioners of the Highway Authority. In the group, left to right, are Commissioner White, Gov. Meyner, Commissioner de Nooyer and Commissioner England.

## Commissioner de Nooyer Reappointed And Named Chairman of Highway Authority

One of the three original commissioners, Orrie de Nooyer of Garfield, is now Chairman of the New Jersey Highway Authority.

Commissioner de Nooyer was reappointed last May and designated by Governor Robert B. Meyner as Chairman of the Authority. Commissioner de Nooyer succeeded as Chairman former State Highway Commissioner Ransford J. Abbott, who resigned as a member of the Authority to take the full-time position of Executive Director.

A month earlier, Gov. Meyner appointed Mrs. Katharine Elkus White, who is Mayor of Red Bank, as a member of the Authority to succeed Abbott. Commissioner White was named Secretary of the Authority at the subsequent reorganization meeting.

Gov. Meyner redesignated Commissioner Bayard L. England as Vice Chairman of the Authority. Commissioner England was continued in his dual capacity as Treasurer at the reorganization meeting.

Chairman de Nooyer had been Secretary from the time the Authority was organized

in July, 1952, to build and operate the Garden State Parkway.

There have also been changes in the Authority's executive staff since the first of this year. They include the following:

D. Louis Tonti of Hasbrouck Heights, assistant executive director and operations officer; Ross S. Vogt of Ridgefield Park, superintendent of maintenance; Milton Levy of Trenton, director of public relations; and Charles Lindauer of Clifton, supervisor of right of way acquisition.

### NO SHOCK, PLEASE

Don't be shocked by the courtesy of toll collectors along the Garden State Parkway—it's only part of the service.

The Highway Authority office has been receiving numerous messages from Parkway motorists expressing complete surprise at the "extreme courtesy" of toll collectors.

One woman told an Authority representative she was actually "shocked" by the excellent treatment, explaining she never expected to find such courtesy on any highway.

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## THE PRESS REVIEWS THE PARKWAY

### NEWARK NEWS

*Following is an extract from a news story written by Frank H. Pierce, Jr., staff reporter of the Newark Evening News, recounting his personal experience driving over the Parkway from Irvington to Manahawkin.*

Garden State Parkway is everything that you expected it would be.

We made the 80 miles from Irvington to Manahawkin yesterday in 92 minutes running time without speeding and although we let more cars pass us than we passed.

Noon yesterday was the first time that the Parkway has been open, all the way, for southbound traffic on the 80-mile stretch.

Noon also marked the opening of the Raritan River bridge and 22 miles southward to Eatontown. . . . .

Those who used the new section got a new idea of roadside scenery in northern Monmouth. They purred through a gently rolling country. On either side and sometimes in the center of the very wide middle isle there are peach and apple orchards near Keyport and Red Bank. The road slides through the shading hills and trees.

Farther south it passes through the pine barrens, more desolate and lonely than Monmouth, but still a treat compared with Route U. S. 9. . . . .

Tolls for the southbound trip were \$1.25—a quarter at Union, at the south side of the Raritan River, Asbury, Dover Township and near Barnegat.

Irvington to Manahawkin in 92 minutes. We still find it hard to believe when we compare it with the time it took on the old roads.

### ASBURY PARK PRESS

*Also reproduced is the major part of a news article written by Charles A. Johnston, staff reporter of the Asbury Park Press, who drove a round trip over the Parkway between Asbury Park and Irvington.*

The Garden State Parkway came alive yesterday as the direct link between shore and metropolis.

Opening of the Eatontown to Woodbridge section for southbound traffic offered this bargain for 75 cents in toll charges:

A 39-minute-about 36 percent-time saving in a nearly 50-mile trip between Irvington and Asbury Park.

Escape from 50 traffic lights, hundreds of cross streets, varying two, three and four lane roads, and the encroachment of roadstands, curbside bus stations, people, trucks, buses and bicycles.

To set up a basis of comparison between blessings of the Parkway and drudgery of old state roads, an Asbury Park Press reporter made a round trip to Irvington.

The trip north was over Route 35, U.S. Route 1, and local roads in Essex County. The trip home was over the Parkway. A maximum speed of 50 miles an hour was maintained.

Here is the report: Going north, it took one hour and 49 minutes to travel 52 miles from Press Plaza, Asbury Park, to Lyons Avenue, Irvington. Coming south, it took 70 minutes for the 48.5 miles. . . . .

The reporter left this city at 4:30 p. m. in what could be considered normal traffic. Bottlenecks were met at Red Bank and Keyport, but otherwise there were no delays or slowdowns.

## Mother Nature Plays Big Parkway Role

Mother Nature is in evidence all along the Garden State Parkway.

Peach and apple trees grow along the Parkway, but motorists are prohibited from picking the fruit.

The fruit trees, along with a few plum trees, form parts of the natural landscaping of the scenic route. They were once part of apple and peach orchards along the right-of-way and were retained in the center safety islands.

In the nine-mile stretch between Main Street, Matawan, and West Front Street near Red Bank, 1137 peach and 938 apple trees help form the natural landscaping of the wide center islands separating the two traffic roadways.

Commissioners of the Authority are studying a proposal to contribute future harvests to State institutions.

A 300-year-old American holly adorns the center island near Palermo in Upper Township, Cape May County. This giant tree is 60 feet tall and is 78 inches in circumference.

Approximately seven and one-half miles of the Parkway through Irvington, Bloomfield and East Orange will be landscaped with 4000 flowering trees and more than 7200 shrubs and vines of various types and sizes. The landscaping also includes guard rail and farm type fencing. The trees, vines and shrubs will eliminate headlight glare and also minimize possibility of head-on collisions.

Parkway areas in attractive Ocean and Monmouth Counties abound in fox, woodchucks, skunks, raccoons, muskrats, deer and other game, not to mention a wide variety of beautiful birds. However, gunning and hunting on the Parkway is prohibited.



NEW JERSEY HIGHWAY  
AUTHORITY

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